

Minnesota Transportation Museum

MINNEGAZETTE

January/February 1986

How Things Really Were

Those folks who were present at the creation are long gone, of course. Ever since, a few driven souls in every generation have tried to tell their fellow persons how things used to be, against the crushing odds that most could not care less. Centuries came and went as the historical profession labored, scratching itself bald over unintended graffiti left behind by others. With no stone unturned, historians sometimes got things right. Other times they unwittingly spawned great enduring myths that left whole generations in the dark about how things really were.

When human kind invented photography, little time-warp cards came into circulation that showed how things really were without words. They proved indisputably who was there and who was not, who was smiling and who wished he were somewhere else, who was in charge, who was cold, and what they all were doing. Myths crashed, and history was never the same again.

Look into the faces of gray figures in a well-thumbed photograph. Wonder what they saw and how they felt about it. Remember that their world played in living color long before NBC had a peacock, and that they were people who shaped us and our world.

Photo historians like Runk, Haynes, Sweet, Norton and Peel, Hibbard and others were there at the creation of modern life on the prairie. Their glass plate "views" are as significant for their foresight as for their hindsight, and are part of our education.

Those who save artifacts and memories, and share them with the community, also provide a link to our past. Some who share our persuasion have been doing it for many years, and are indispensable resources for museum work.

Calendar Of Events

The 1986 calendar is taking shape. Excursion dates may change, and the **Minnegazette** with meeting notices can arrive late. Members should note meeting dates and event changes as they appear in this column.

Jan 28: Membership Meeting, 7:30 p.m., White Bear Country Inn, 4940 Hwy 61, White Bear Lake.

Mar 25: Membership Meeting, 7:30 p.m., Media Center, Park Center Senior High School, 7300 Brooklyn Blvd, Brooklyn Park.

May 27: Membership Meeting. Place to be announced.

Jul 22: Membership Meeting. Place to be announced.

Sept 23: Membership Meeting. Place to be announced.

Nov 25: Annual Meeting. Place to be announced.

Ever wonder how it was to behold a line-up of suburban cars bound for Lake Minnetonka, express trains clattering through the heart of the main U of M campus, or interurban trains in Eveleth, MN? Imagine being stranded at Lake Harriet overnight in 1904, when Tom Lowry's yellow cars suddenly became powerless. **Beatrice Morosco, Bruce Jaeger, Ken Fletcher, Byron Olsen, Wayne Olsen and Joel Hutchinson** share some memories in this issue.

Next Membership Meeting

The next MTM general membership meeting will be held **January 28, 1986** at 7:30 p.m. at **White Bear Country Inn, 4940 US Highway 61, White Bear Lake, MN.**

Minnegazette Deadline

Please send articles and photos for the **March/April Minnegazette** to the Editor by February 15, 1986.

About The Cover

When an 1893 LaClede single-trucker is out of service, shop crews turn to fixing it. At various times, some are in better shape than others. In December, 1985, museum members **George Isaacs, Walt Strobel and Roy Harvey** have their hands full with Duluth Street Railway No 78 (above) at MTM's Linden Hills workshop. Eighty years ago, DSR crew faced lesser problems when they hoisted Car 82 (below) at Duluth's Grand Avenue shops. A new TCRT double-truck car looks on from an adjacent track. **Photos Courtesy of Mike Buck and Byron D Olsen Collection.**

President's Message

Thank you all for coming to the Annual Meeting in November, and for voting in the election of officers! Best wishes to you and your families for 1986.

The Museum grows a little larger each year. Old faces fade but many new ones appear. This year, the Museum faces bigger challenges than we ever have in the past, and we will need all the volunteer help we can enlist. This is our hobby. Shouldn't we all think about spending at least a couple of hours each week to help make it go? MTM must have this if it is to survive as a museum.

I urge you as strongly as I can to join in, so that MTM can do better than squeaking through another year. Some of the areas in which we need all the help we can get are the following: Jackson Street Roundhouse, the Lake Harriet Trolleys, equipment maintenance and restoration, and the grants and long-range planning committees, to name just a few. Please volunteer!

I plan to make some changes this year, to strengthen management and keep the organization better informed. We plan to move the membership meetings around the region a bit more. If you have ideas or wish to help, please give me a call. I want to hear from you.

With the enthusiasm we have enjoyed in the past, we can meet our commitments. I hope to see our doodlebug car operating at Stillwater, and perhaps a PCC streetcar at Lake Harriet. Don't forget to send in your 1986 dues. We want to see every one of you at Museum activities this year.

Gene J Corbey
President



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Bill Graham, Minnegazette
5818 Knox Avenue South
Minneapolis, MN 55419

Editorial

On Becoming A Business

The Editor posed several deceptively difficult questions in the November/December **Minnegazette**. Without addressing his questions directly, allow me to offer some food for thought that may stir emotions toward that end.

To survive and hopefully prosper as a museum, MTM must also survive as a business. This is not to say that we must be self-supporting; we may indeed choose to rely on grants and foundation support for income. However, we must effectively manage the Museum in accordance with sound business practices. Profitability is not the purpose of MTM, but it still is a good measure of our performance.

A business plan starts with a clear, concise mission statement of what we seek, a rationale for our existence. This is broken down into short term plans and long term goals, which must be consistent with each other and achievable. We should not be disappointed at not being everything to everyone immediately. Growth and learning is a lengthy process.

Plans must be dynamic, requiring us constantly to evaluate and modify our short term plans. We must discipline ourselves continually to ask whether these plans are compatible with and applicable to the long term goals.

The Board of Directors must formulate and implement goals, with guidance from the Long Range Planning Committee. The directors too often find their scarce time occupied with operating decisions, at the expense of strategic thought, planning and action. Thus, strategies are inadequately developed to begin with, and are not revised to fit changing market, competitive and environmental circumstances.

To survive as a business, we must be like other businesses by understanding the business we are in, who our customers are, why anyone in the community needs us. Our directors must not preoccupy themselves with brush fires, but must appoint others who can coordinate efficiently and manage internal operating problems.

And just what business are we in? Our name should tell the public what we do. The name "transportation museum" is not entirely accurate since our charter narrows it to rail transportation. The title "Como-Harriet Streetcar Line" describes that activity well. "St Croix Valley Scenic Railroad" defines that activity as a tourist railroad. "Jackson Street Roundhouse" is historically accurate, but lacks public recognition. Not everyone knows what a roundhouse is or why they would have reason to go there. "Railroad Division" has real public recognition problems. In my public appearances I refer to it as "The History Train," to tell something about our mission.

Who are our customers? Are they railfans who want to see us, but pay nothing to ride? Our customers are families with young children and inquisitive minds, families who are unwilling to park the family car in a dark, muddy parking lot under a decaying Raymond Avenue bridge full of pigeons, if they can find the place at all. Our customers are families who want their clothes as clean after the ride as before, families who want to learn about the equipment, scenery and the Museum, not about our problems or the richness of our vocabulary.

Why does the community want us? People want to remember things as they were, to teach their children how things were and how far our society has come. Community governments want us to bring in new tourist revenue and taxes. We will be appreciated for the money flow we create, not for the land we remove from the tax roles.

The point is that we do not exist solely for profit, nor for our own entertainment. We exist to serve the public and to fill a public need. Our plans and activities must reflect this as we strive for success in the business of becoming a museum.

Jeff Haviland



Robert C Kaphing

The Museum extends its sympathy to the family of member Bob Kaphing, who died October 26, 1985, after a long bout with cancer. His wife, Jean, four sons and one daughter survive him. Bob was active with MTM for the past six years, devoting many hours to restoring locomotive 328 and serving as coach and platform attendant.



George Isaacs and Walt Strobel rig chain hoist to straighten frame of 78's motor truck. Mike Buck Photo.

FREE MINNEAPOLIS STREET RAILWAY DIRECTORY.

NAMES OF STREETS AND NEAREST
ELECTRIC LINES.

RAILROAD TIME TABLES.

CITY AND STATE GOVERNMENT,
POINTS OF INTEREST AND
BUSINESS HOUSES.

November, 1899.

Copyright, 1899.

Leber's Jewelry Store,

HEADQUARTERS FOR ALL KINDS OF

SECRET SOCIETY PINS.

208 Hennepin Ave., Minneapolis, Minn..

Railway Time Tables.

Chicago Great Western Ry. "THE MAPLE LEAF ROUTE."

City Ticket Office, 5th and Nicollet, Minneapolis.

Leave		Arrive
† 7:40 a m	Kenyon, Dodge Center,	† 9:05 p m
7:35 p m	Oelwein, Dubuque, Free-	8:25 a m
10:45 p m	port, Chicago and East.	1:55 p m
† 7:40 a m	Cedar Falls, Waterloo,	† 9:05 p m
7:35 p m	Marshalltown, Des Moines,	8:25 a m
10:45 p m	St. Joseph, Kansas City.	1:25 p m
† 7:40 a m	Cannon Falls, Red Wing,	† 9:05 p m
7:30 p m	Northfield, Faribault	10:25 a m
5:30 p m	Waterville, Mankato.	
† 5:30 p m	Mantorville Local.	10:25 a m

†Run daily except Sunday; others daily.

Chicago, Milwaukee & St. Paul Ry.

Ticket Office, 328 Nicollet Ave., Phone 122.

Leave.	*Daily.	†Ex. Sun.	Arrive.
* 7:50 a m	Chicago—Day Express.....		*10:50 p m
* 4:00 p m	Chicago—Atlantic Ex.....		*12:25 p m
* 6:25 p m	Chicago—Fast Mail.....		* 3:55 p m
* 7:30 p m	Chicago—Pioneer Limited		* 8:20 p m
† 4:30 p m	Chi. via Prairie du Chien..		†11:25 a m
* 4:30 p m	Peoria via Mason City.....		*11:25 a m
† 2:40 p m	Red Wing and Rochester..		†12:25 p m
† 4:30 p m	Dubuque via La Crosse....		†10:50 p m
* 8:25 a m	St. Louis and Kansas City		* 6:35 p m
† 9:00 a m	Milbank and Local.....		† 5:45 p m
† 7:45 p m	Aberdeen & Dakota Ex....		* 7:23 a m
† 6:50 p m	Norfield, Faribault, Austin		† 9:50 a m

St. Paul & Duluth R. R.

123 Guaranty Bldg. and "Milwaukee" Depot.

Leave	*Daily.	†Ex. Sun.	Arrive
† 8:05 a m			* 7:30 a m
* 2:00 p m	Duluth and W. Superior.		† 3:15 p m
*11:00 p m			* 6:55 p m

Trains for Stillwater: *8:05 a. m.; *2:00 p. m.; †3:40 p. m.; †6:10 p. m. For Taylor's Falls: †8:05 a. m.; †3:40 p. m.

Northern Pacific.

Ticket Office, 19 Nicollet Block, Minneapolis.

Leave.	*Daily.	†Ex. Sun.	Arrive.
*11:10 p m	Pacific Mail, Daily.....		* 2:25 p m
* 8:35 p m	Dakota & Manitoba Exp..		* 6:35 a m
† 8:50 a m	Fargo & Leech Lake Local		† 4:55 p m

Minneapolis & St. Louis R. R.

"ALBERT LEA ROUTE."

Office: 1 Nicollet House Block. Telephone 225.

Leave	*Daily.	†Ex. Sun.	Arrive
	Waseca, Albert Lea, Cedar		
† 9:50 a m	Rapids, Des Moines, Chi-		† 5:55 p m
* 7:35 p m	cago and Kansas City....		* 8:05 a m
* 7:35 a m	Chicago & St. Louis Lim..		* 8:05 a m
† 5:20 p m	Des Moines & Omaha.....		†10:00 a m
† 9:25 a m	Albert Lea, Waseca.....		† 4:15 p m
† 5:35 p m	Waterown, New Ulm.....		† 9:50 a m

"Northwestern Line,"

C. ST. P. & O.

Ticket office: 413 Nicollet ave. Telephone 240.

Leave	*Daily.	†Ex. Sun.	†Ex. Sat.	Arrive
* 7:50 a m	Chicago "Day Express"...			*10:45 p m
* 4:25 p m	Chicago "Atlantic Ex."...			*12:05 p m
* 7:30 p m	Chicago "N. W. Limited."			* 8:15 a m
* 6:25 p m	Chicago Fast Mail.....			* 8:40 a m
* 7:30 p m	Fast Milwaukee Line.....			* 8:40 a m
* 6:25 p m	Wausau, Apt'n. F. du Lac			* 8:40 a m
† 6:25 p m	Green Bay, Manitowoc....			* 8:40 a m
† 7:30 a m	Duluth, Superior, Ashland			† 4:15 p m
* 4:15 p m	Duluth, Superior, Ashland			*10:15 p m
† 7:10 a m	Mankato & Su City Local,			† 5:00 p m
* 9:30 a m	Sioux City, Kansas City...			* 8:15 p m
† 9:30 a m	Sioux Falls, Mitchell.....			† 5:15 p m
† 7:10 a m	Elmore, Des Moines.....			† 8:15 p m
† 4:20 p m	Mankato, Tracy.....			†10:35 a m
* 7:10 p m	Sioux City, Kansas City...			* 8:00 a m

"The Burlington Route."

Ticket office: 306 Nicollet ave. Tel. Main 502.

Leave	STATIONS.	Arrive
7:40 a m	Chicago, except Sunday...	1:30 p m
7:40 a m	St. Louis, except Sunday...	
7:20 p m	Chicago & St. Louis, Daily,	8:25 a m

Great Northern Railway.

Leave	*Daily.	†Ex. Sun.	Arrive
† 9:40 a m	Breck. Div. and Branches..		† 5:05 p m
† 9:03 a m	Frg's Falls Div. & Branches		† 4:35 p m
† 9:03 a m	Willmar via St. Cloud.....		† 4:35 p m
* 7:40 p m	Breck., Fargo, Grand Forks		
	Winnipeg.....		* 7:15 a m
* 9:30 a m	Pac-Coast Flyer.....		* 2:15 p m
† 5:10 p m	Excelsior, Hutchinson....		†11:05 a m
* 9:00 p m	Mont. Express.....		* 7:00 a m

EASTERN MINNESOTA RAILWAY.

† 9:00 a m	{ Duluth & W. Superior. }	* 5:50 p m
†11:45 p m	{ }	† 6:40 a m

Soo Line, M., St. P. & S. St. M. Ry.

Office: 119 Guaranty L an. Telephone 1341.

Leave	EAST	Arrive
6:35 p m	Atlantic Limited, daily,	
	all points east.....	9:30 a m
8:15 a m	Rhinelaeder Local, daily	
	except Sunday.....	5:50 p m
	WEST	
9:45 p m	Pacific Limited, daily....	6:35 p m
6:25 a m	Glenwood Local, ex. Sun..	10:00 a m

Wisconsin Central.

Office: 230 Nicollet ave. Telephone 1936.

Leave	All Trains Daily.	Arrive
7:25 a m	Chicago, Milwaukee.....	8:45 a m
7:05 p m	Eau Claire, Manitowoc....	4:45 p m

Excerpt from Minneapolis Street Rail-
way Directory, November, 1899.

2. Appointed **Ron Beck** to be responsible for security at Jackson Street Roundhouse.

3. Accepted donation of a 1957 Armour Packing Company ice refrigerator car.

Trackside Fashions Crew Caps Available

Pillbox-style caps for streetcar and train crew members again are available to Museum members. The caps are exactly like those currently used at the Como-Harriet Streetcar Line, and replicate summer uniform caps of the 1920's. Open cane sides make them cool and comfortable in hot weather.

It has been extremely difficult to locate a vendor for these caps. Members who wish to have one are urged to order now, since they may be unobtainable in the future.

The cost of a cap is \$30.00, and a minimum of 25 pre-paid orders are needed to secure vendor response. If 50 members order caps, the cost may decrease slightly. **The deadline for ordering is February 20, 1986. Please enclose a check for \$30.00 payable to Minnesota Transportation Museum with your order, and include the following information:**

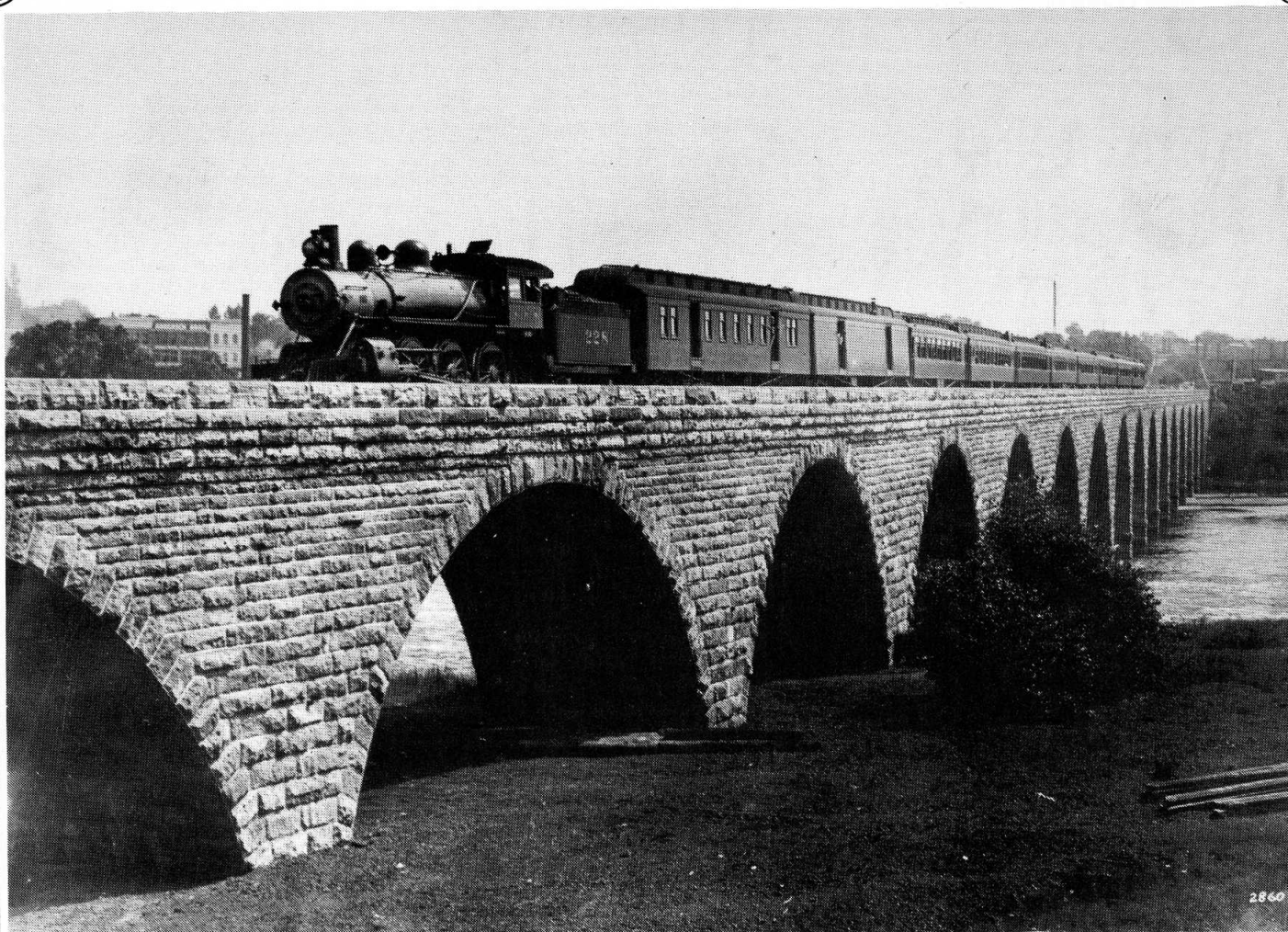
Name Phone
Address Check (\$30.00)
Hat Size (Inches around head band)

Mail your order with payment to:

Mike Buck
3101 E Lake Calhoun Pkwy
Apartment 303
Minneapolis, MN 55408

Absolute Deadline is February 20. No Exceptions. Get 'em while they're cool.

Mike Buck
Safety & Training
Traction Division



Northern Pacific Ry train crosses Stone Arch Bridge, Minneapolis, behind Class P-1 Ten-Wheeler No 228 (Alco, 1900). Mainstay passenger power before Q-Class Pacifics, engine puts forth 24,200 lbs tractive effort from 73-inch drivers. Norton & Peel Photo Courtesy of Minnesota Historical Society Photo.

Jackson Street Project Gathers Steam



The campaign for MTM membership support of the Jackson Street Roundhouse Project was launched at last September's membership meeting. Letters were mailed to Museum members and to the Jackson Street Advisory Board in October. As of January 1, 1986, 95 pledges totaling \$259,845 have been received.

The objective is to obtain 100 percent MTM member participation at whatever level each individual feels he or she can afford. This is particularly important during the first-phase of the project, when the building purchase will be completed.

Large gifts from foundations, businesses and people of means will be needed, and many such prospects are considering contributions. Large contributors need assurance that MTM is

prepared to spearhead the project and manage it on an on-going basis. This is why personal contributions from Museum members are so important, particularly those in the form of monthly or quarterly payments over the three to five years needed to get the project up and running.

Eighteen prominent people have agreed to serve on the project advisory board, to contribute their leadership and ideas. They are:

Arthur E Pew III, Burlington Northern, Chairman; The Honorable **Elmer L Andersen**, former Governor of Minnesota; **Thomas Beckley**, Soo Line Railroad; **Donald DeCoster Jr**, Knox Lumber Company; **Louis F Hill**; **Richard A Klingen**, Norwest Bank St Paul; **Roy W Mayeske**, 3M Company; **Sam Morgan** and **James Oppenhei-**

mer, attorneys; **George J Rutman**, Stavoco Industries; **Harry W Settergren**, Naegle Outdoor Advertising; **Mrs Matt S Walton**; **Paul D Webster III**, Webster Industries; and **Mrs Richard Wolsfeld**. Four MTM officers also serve on the advisory board: President, Executive Vice President, VP - Public Relations and Treasurer.

Based on building purchase cost and projections for repairs and renovations, \$2.8 million will be needed to make Jackson Street Roundhouse the permanent home of MTM. This amount will be spread over four development phases:

1. \$850,000 for building purchase.
2. \$821,500 for start-up costs, including preparing the site and building, administration, and interest on the purchase contract.

3. \$573,000 for architectural fees and approvals for improvements to the site and building.
4. \$640,000 for renovating the building and preparing exhibits.

All contributions are **tax-deductible**. Checks should be payable to "Jackson street Roundhouse" or to Minnesota Transportation Museum, Inc, and may be mailed to:

Jackson Street Roundhouse
P O Box 1796, Pioneer Station
St Paul, MN 55101

Please think about what you can contribute to this worthwhile project, and make your pledge of support.



Tense Moments

The **Minnegazette** articles on the Chicago & North Western's "400" were especially interesting to me, since I was the dispatcher on duty for the train's first southbound trip in 1935, with Engineer Neil Neglick at the throttle of engine 2908. Neil was an expert with the air brakes and knew the secret of getting every ounce of speed possible out of an engine, no matter what run or engine he was operating. His ability was recognized so highly that he was selected to run the engine whenever a VIP was on the North Western, such as the President of the United States or the Prince Of Wales. This meant taking him off his regular assignment.

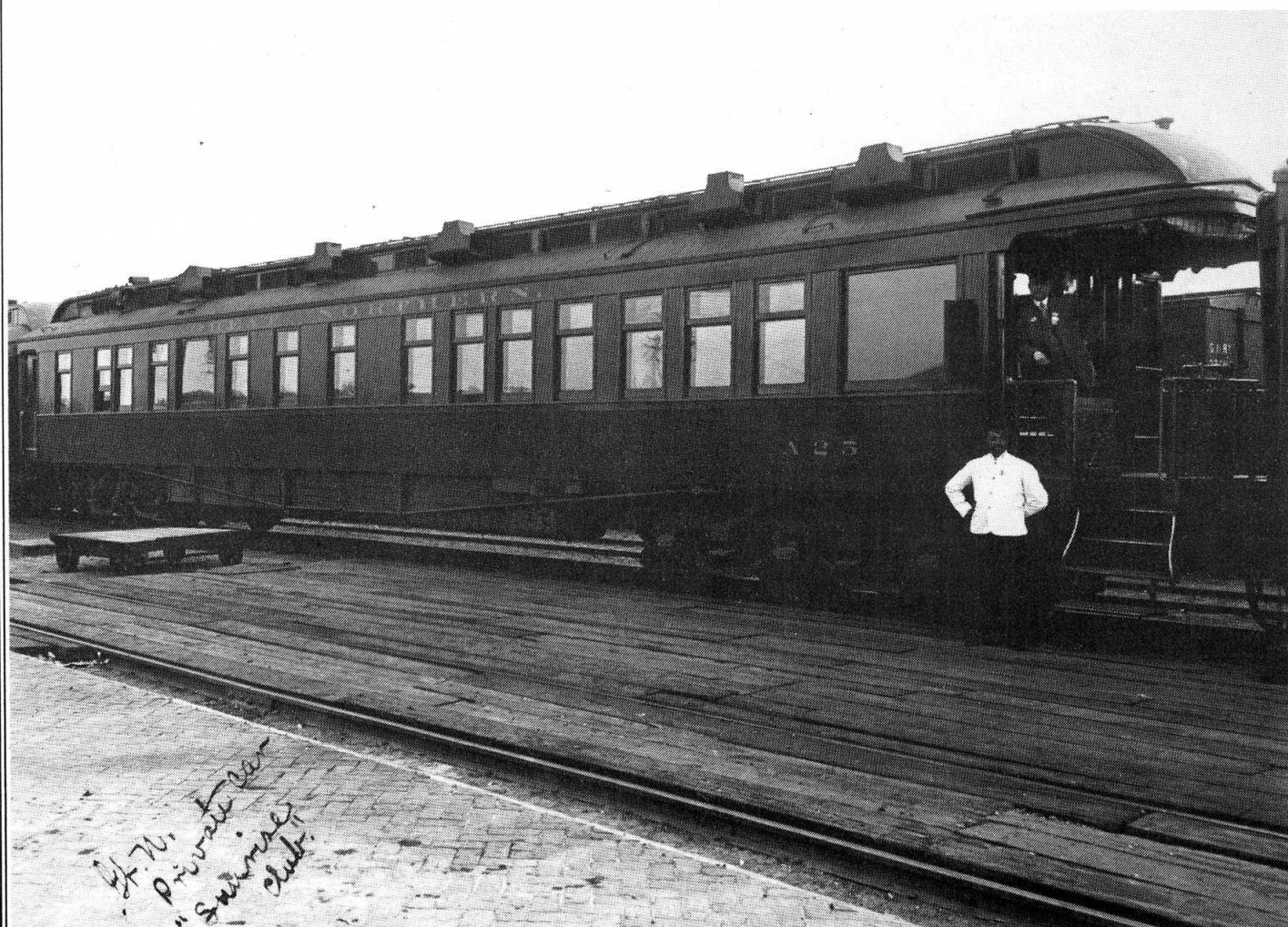
Train No. 400 left Milwaukee for Chicago after changing engines, 15 minutes late. That was an 85-mile run which Neil completed in 67 minutes.

The 16 miles from Kenosha to Waukegan were covered in nine minutes.

Of course, the usual quota of General Officers were standing in back of me, flanked by Division Officers. As the operators along the line telegraphed the 400's progress to me, the General Manager and others kept saying "He's going too fast!" When I asked them if I should have the train stopped to relay the comment, naturally they all said "No!"

The next day, Mr Neglick was invited to report to the superintendent for a consultation. When the speed of the previous evening was called to his attention, his only response was "Sir, I had her under control every minute." The curves and roadbed were not designed for such speed, but Neil knew where he could run fast, and where he had to cut her back.

George H (Gus) Shavel



Great Northern Railway Office Car A-25 at unknown Montana location, May, 1910. Appears to be wooden former sleeper converted for company service. C J Hibbard Photo Courtesy of Minnesota Historical Society.



Minneapolis Street Railway horsecar heads down The Avenue at 4th Street in 1888 toward GN Station and Mississippi River. Outlines of second Hennepin Avenue suspension bridge mark location where new Hennepin County suspension bridge will stand a century later. Minnesota Historical Society Photo.



Mike Buck and Janet Haviland staff Museum booth at Northtown railroad and hobby show, February, 1985. Jeff Haviland Photo.

Members Make Good PR

Some tasks for MTM I relish, and others I dread and procrastinate. Others mostly are responsible for accomplishments in Public Relations, and it often is difficult to sort out the superstars. Actually, many more names should appear below, who have represented the Museum splendidly. Our organization is respected due to you, the members, and I am proud of my affiliation.

Going out on a limb, I want to mention those who have directly contributed to success of MTM's Public Relations efforts. Many should be named, so please do not feel left out.

Bill Campion - Bill has helped build community relations by solving problems at the Stillwater operating site. His fine work has kept development of the site moving ahead.



Motorman and conductor pose with 1200-series suburban car on TCRT's White Bear branch. Woman's skirt suggests date before World War I. Joel Hutchinson Collection.

Aaron Isaacs and John Diers - They partially handled publicity and advertising, and their knowledge of local rails helped set up new and different excursion routes. They couldn't get enough challenge, and constantly prodded me for more work.

Bill Graham - He and his predecessors, **Fred Rhodes** and **Dennis Johnson** have made the **Minnegazette** an excellent newsletter among organizations of our size.

Zola Hardwick - Despite short lead times and impossible conditions, she

generated hundreds of press releases tailored for recipients. Zola helped with clippings and research on museums and public relations. She helped me to be a director rather than a gofer.

Dorothy Hull - Dorothy volunteered her life and her home to MTM over the last year, taking reservations and answering questions, sometimes til 3 a.m.

Mark Hull - Whether or not you like his sales technique, you can't argue with his results. Mark was our carpet-bagging souvenir salesman on every train and at Minnehaha Depot.

Dick Kasseth - Dick made our passengers more comfortable, and helped improve our public image. Always in the right place, with the right tool at the right time, he fixed broken seats, plumbing and air-conditioning, and gave an entire Sunday to moving equipment for a film crew. Thanks to Dick for his silent dedication, which exemplifies the entire mechanical crew.

Herb Pinske - Safety is Herb's main concern. Each time he pronounced the worthiness of MTM's Stillwater track-age, everyone slept better, including the Public Relations office. Knowing that Herb safely trained and supervised our track gang was extremely comforting.

Orville Richter and Zeke Fields - Orville is our "one-man track gang," and Zeke turns broken dreams into working locomotives. Once made, their promises always were kept, making it possible to hold to dates and schedules. Marketing is hectic enough without last minute cancellations.

Doris Voligny - Doris is flexible and willing, and handles strange assignments without hesitation or complaint, many not grand or glorious and all on short notice.

To everyone who ever hung up one of my posters - thanks. It was you who bring people to MTM.

Jeff Haviland

1985 VP - Public Relations





Nicollet and Hennepin Avenues merge at Minneapolis City Hall on Bridge Square, where Towers Condominium now stands. TCRT open-sided car heads west on Hennepin bound for Lake Harriet in 1895. Original Great Northern Station is behind camera to left. Minnesota Historical Society Photo.

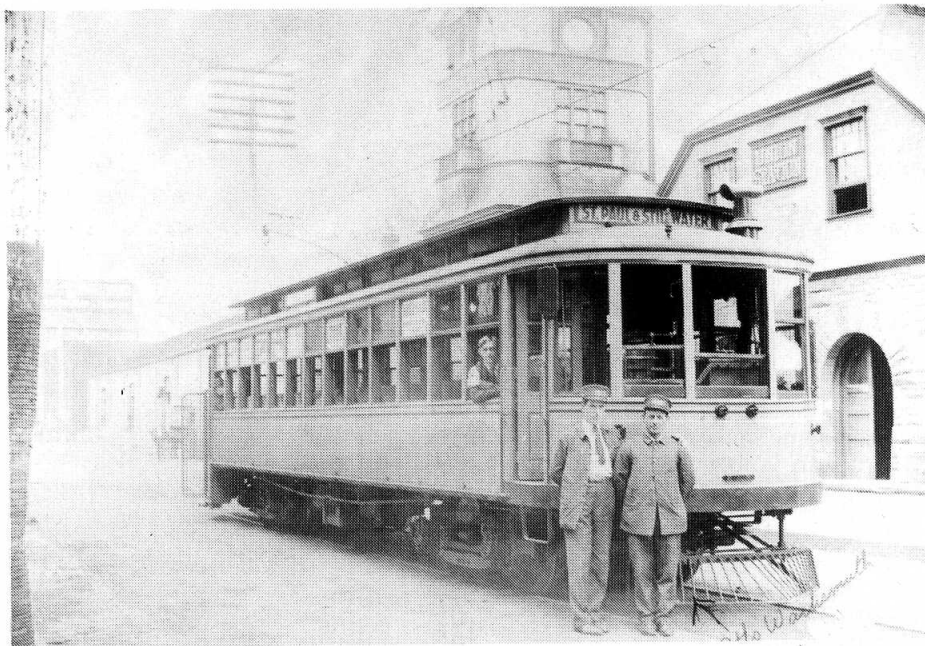


Traction Report

Once again, the unheralded efforts of many people helped close out another successful season for the Lake Harriet Trolleys. The Como-Harriet Streetcar Line carried the following passenger totals during 1985:

Charter	3,349
Regular	37,418
Total	40,767

The smiles, gracious comments and general respect that the public shows toward the trolley exhibit is a source of pride for all of us. The condition of the cars, right of way, gardens and barn facilities speaks for itself, and for the care Museum members show by their work. This year, we enjoyed reasonably good weather and smooth, uneventful operations.



TCRT 800-series car running from Stillwater to St Paul pauses on Wildwood Park loading platforms, Willernie, about 1905. Removable headlamp hung from brackets below windshield. Behind is single-truck car running mid-day shuttle on Mah-tomedi branch. Joel Hutchinson Collection.

Both cars operated on Memorial Day, 4th of July and Labor Day weekends. All three events enjoyed good weather and respectable passenger totals. Both cars also operated at other times during the summer at the discretion of foremen, when loadings were heavy and crews were available. The division's training and certification program before the operating season began helped ensure that operations were safe and professional. No less than 76 certified volunteer operators provided continuous, reliable and safe service during the season.

Last year's barn expansion has enhanced our capabilities in maintenance and restoration. The new "ready barn" allowed us to place cars 1300 and 265 in cold storage, freeing up the heated maintenance barn for restoration of Car 78. Simultaneous work is now possible on 78's carbody and truck.

Other major additions have been Honeywell's donation of a Van Norman Mill and a DoAll industrial band-saw to our machine shop. A small crane is being installed in the maintenance barn to lift traction motors and truck frames, and there is more to come. These new capabilities, and the chance of a PCC car for the exhibit, have created anticipation and excitement about the future of the Traction Division.

In the 15 years our cars have operated at Lake Harriet, they have carried over 645,000 passengers, and provided a whole lot of pleasure. On behalf of MTM, I want to thank the many people who contributed so much to make the Traction Division one of the finest operating historical displays in this region. I am very proud to be a part of it.

Don Westley

1985 VP - Traction

Thanks to Lake Harriet Grunt Gang

As I write this piece about the many MTM members who help make the streetcar ride the success it is, the line is buried under three feet of snow. When will it melt so we can get to work?

If memory serves me, no one member was called to work on track more than twice. That speaks well for the number of people willing to work on the line. The work in 1985 primarily was tamping up rail joints, replacing a few ties, cutting brush and grass, and keeping the area neat. I want to give thanks to the following volunteers:

Earl Anderson
Karl Jones
Keith Anderson

Corbin Kidder
Dave Boone
Larry Knott



Orderly 1898 view looking south from 4th Street along 1st Avenue South, later Marquette Avenue. TCRT single truckers wait to left of what now is restored Renaissance Square Building. Minnesota Historical Society Photo.

Bill Cordes
Bob Kruse
Harold Dalland
Dwight Larson
John DeWitt
Loren Martin
Blair Dollery
Mike Miller
Ned Emley
Bob Mirick
Phil Epstein
Gary Neunsinger
Dave Ferch
Jim Otto
Steve Glischinski

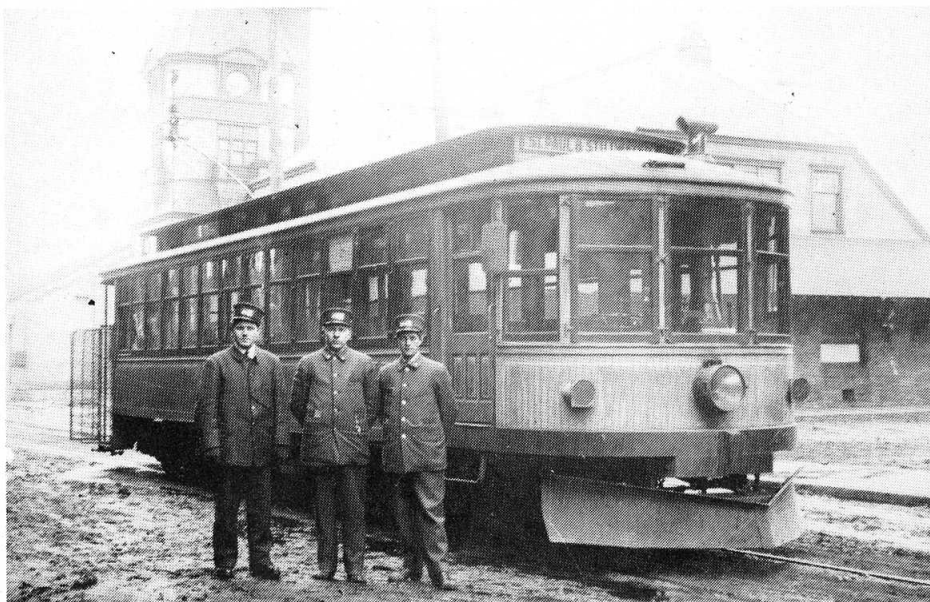
Bob Philip
Nils Halker
John Prestholdt
Steve Harrod
Bob Schumacher
Roy Harvey
Walt Strobel
Scott Heiderich
Lyle Vogt
Carl Hendrickson
Scott Wardrope
Dale Hromadko
Terry Warner
Doug Hultgren

Other members helped with brush-cutting, whose names I cannot remember. Thanks to them, too.

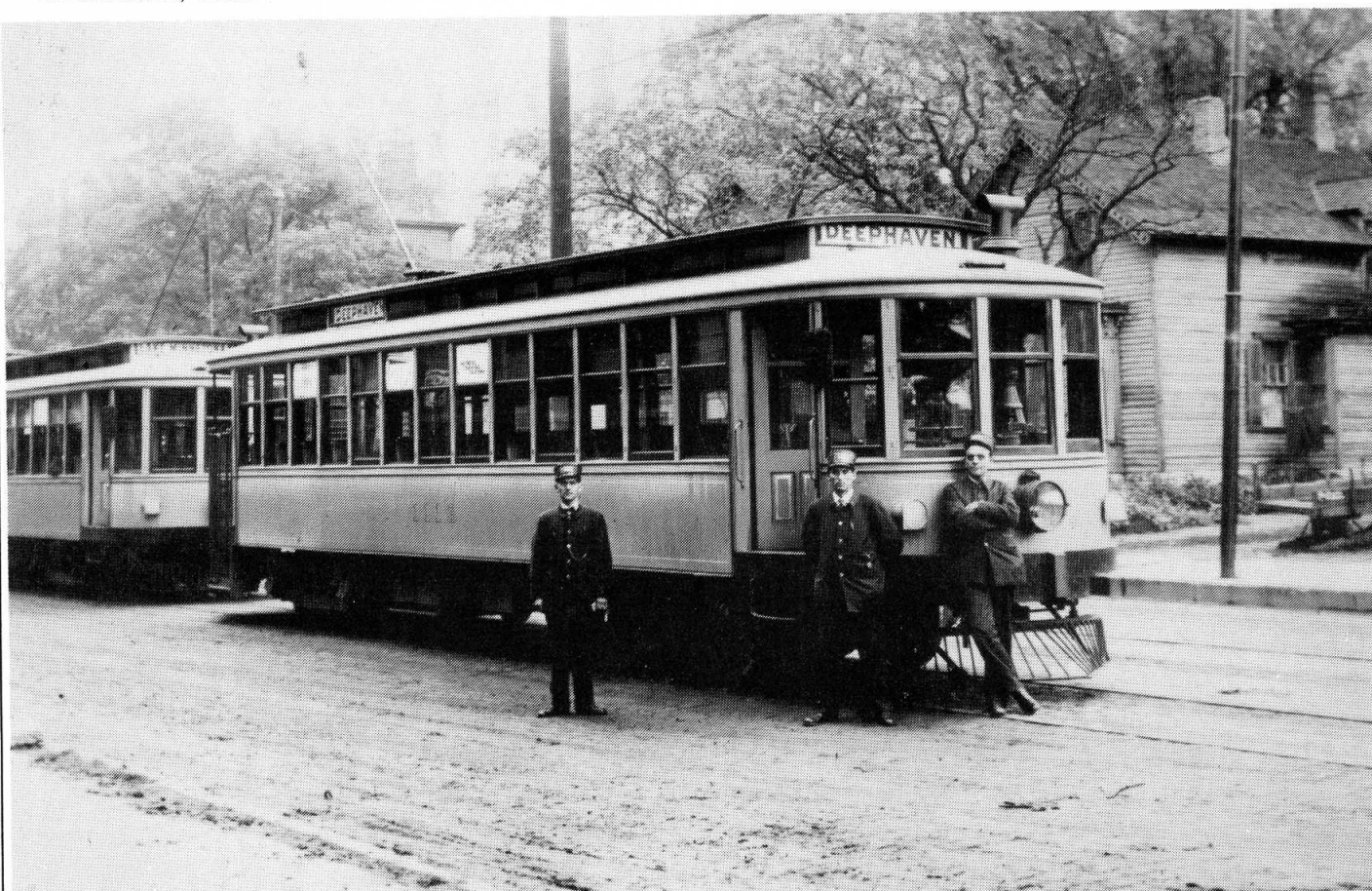
A special mention to **Mary and Carl Jones** for a flower garden that is the pride of CHSL. Also, special mention to the cutters and whippers, **Mike Buck** and **Roy Harvey**, and the wire gang of **Bill Cordes**, **Mike Miller**, and **Lyle Vogt**.

THANKS!

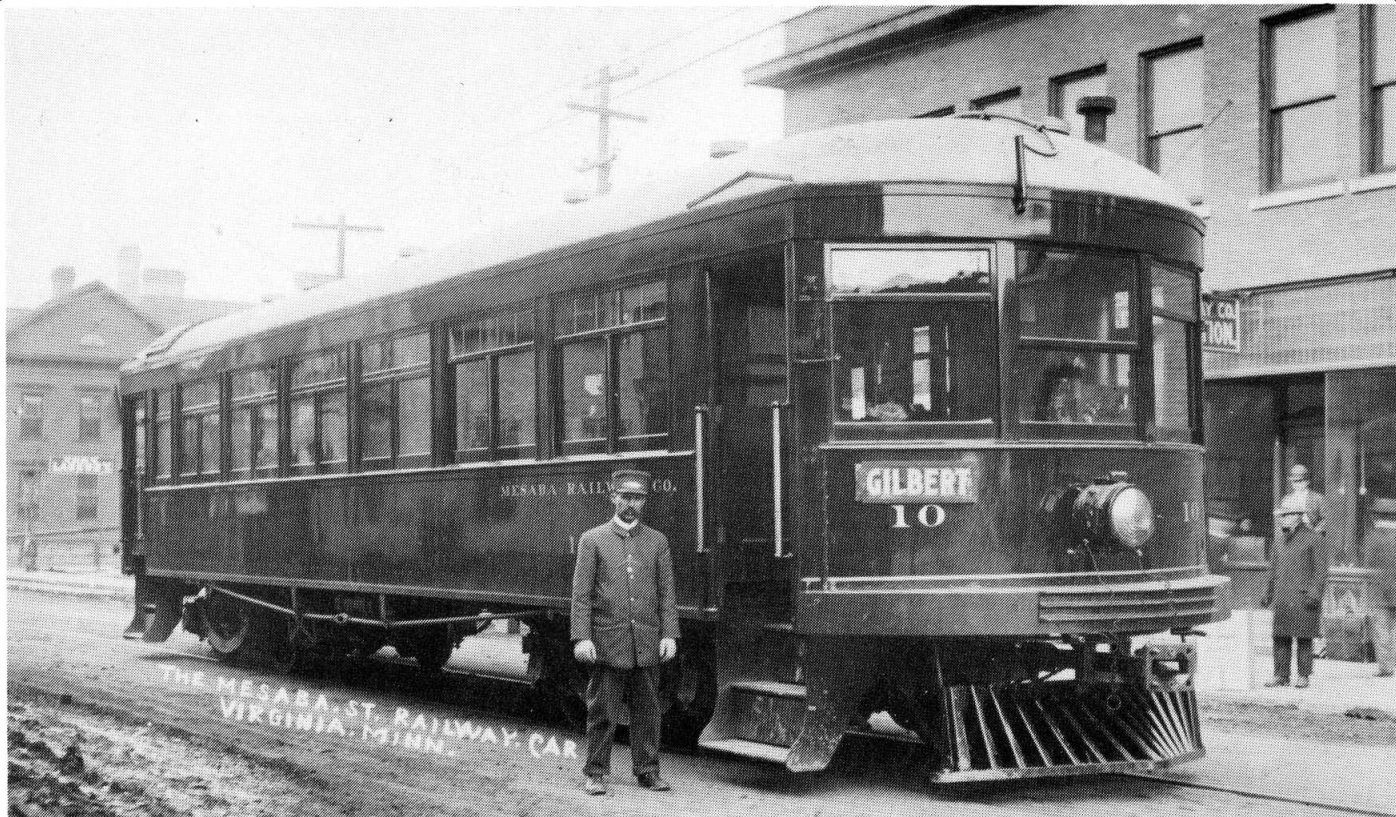
George K Isaacs
Roadmaster, CHSL



Trainmen take a break as TCRT 1200-series suburban car lays over on Water Street at Stillwater Union Station. Washington County Historical Society Photo Courtesy of Joel Hutchinson.



Twin City Lines suburban car for "Lake Minnetonka" follows Car 1113 for "Deephaven," possibly along West 31st Street, Minneapolis. Bring the picnic basket and the water wings. Ken Fletcher Collection.



Handsome interurban car No 10 of Mesaba Railway on Broadway, Gilbert, MN, soon after 1913 delivery from Niles Car Company. Note rapid transit style coupler below headlight. With controls only in front, cars turned on wye between runs. Today in MTM's collection, No 10 contains forward smoking section with toilet, and coal-burning hot water heater in motorman's cab against bracing Iron Range winters. Bill Everitt Postcard Collection Courtesy Of Ken Fletcher.



Mesaba Railway Car 17 with baggage section pulls non-powered trailer coach over Adams Avenue hill, Eveleth, MN. Mesaba operated interurban service from Hibbing to Gilbert, via Chisholm, Buhl, Mountain Iron, Virginia and Eveleth. Abandoned in 1927. Ken Fletcher Collection.



Ah, Summer! "Where the dancing canoes on Lake Harriet tempt one's poetic muse." In 1911, strings of lights decorate roof-top dance floor of Lake Harriet Pavillion, Minneapolis, for evening's Victor Herbert and ragtime concert. Gentleman (center right) in white shirt and tie canoes with lady friend. Bumbershoots shield ladies from sun's tanning rays. Hibbard Photo Courtesy of Minnesota Historical Society.

Como-Harriet Power Outage Dampened Festivities

- Beatrice Morosco

Even before the turn of the century, all 4th of July entertainment centered at Lake Harriet. After the old pavilion burned down, a beautiful new structure took its place in 1904. Emil Oberhoffer, who later brought fame to Minneapolis, was engaged as orchestra conductor. The roof garden on the new pavillion, with its double wings, proved ideal for the band concerts.

For several years it had rained on the holiday. Old-timers conjectured that it was because the lavish use of fireworks had pierced the clouds. This particular year the skies were fair, and crowds came in abundance, and the trolley car was at its supreme summit as a means of transportation. Long before noon, cars lined up to disgorge

throngs who jammed the underpass to Lake Harriet. Nightfall brought hordes of music lovers to the roof garden. There was not a vacant seat in either the paid or free section.

A few cautious souls did not wait for the national anthem, which closed the concert, nor the fireworks, lest they be delayed in boarding the cars. They were the lucky ones.

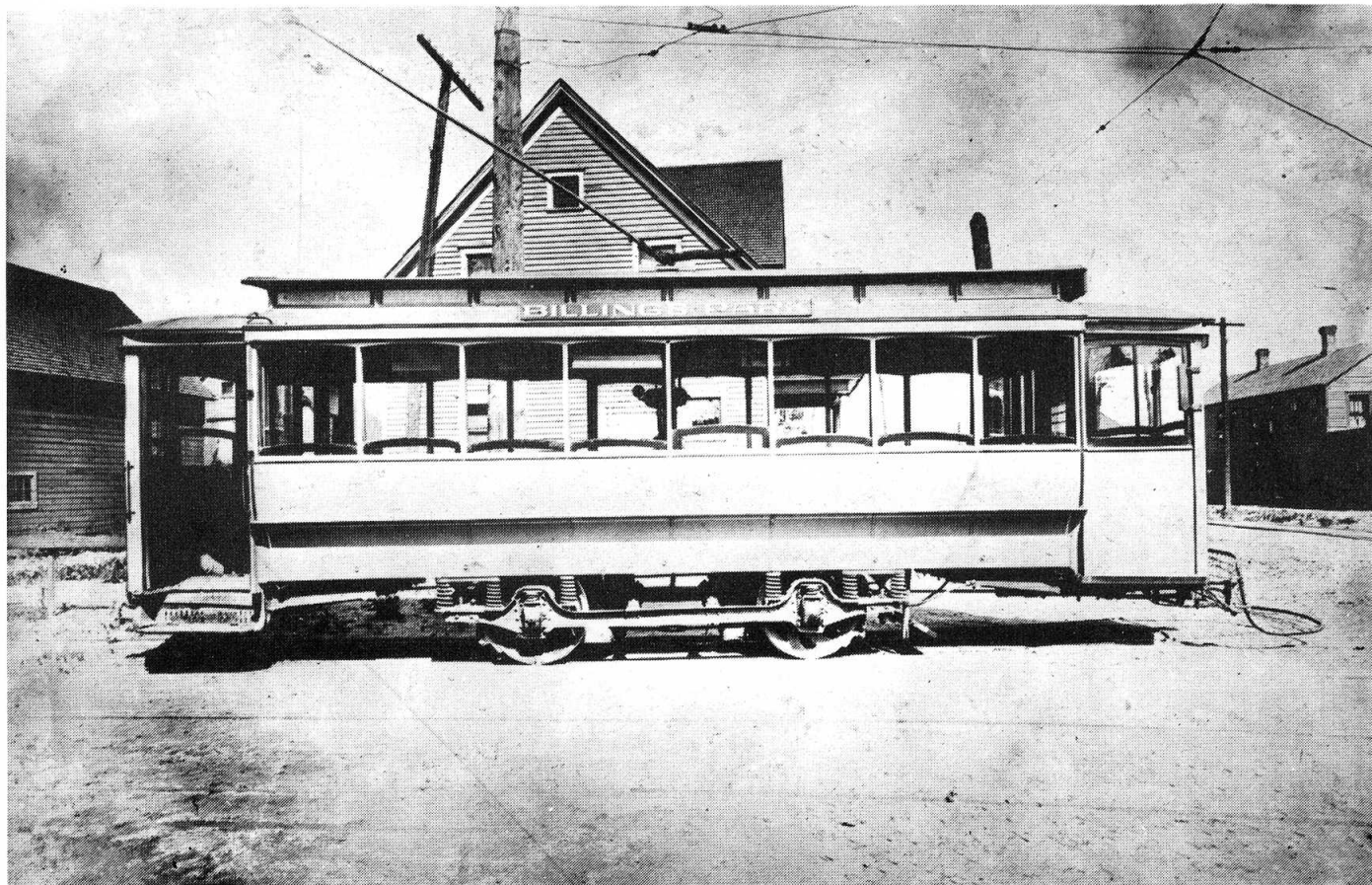
At 10:30 p.m., the last rocket burst into a flame of shooting stars. Thousands of persons milled toward the loading platform, only to discover a long line of empty cars. The power was off.

Weary parents carrying crying babies and empty picnic baskets swarmed to the over-worked pump.

The shore, covered with supine bodies, looked like a battlefield after a severe defeat. Not until dawn's early light was the power finally restored. The conductor on the first car cried out, "Women and children first!" That was an Independence Day to remember.

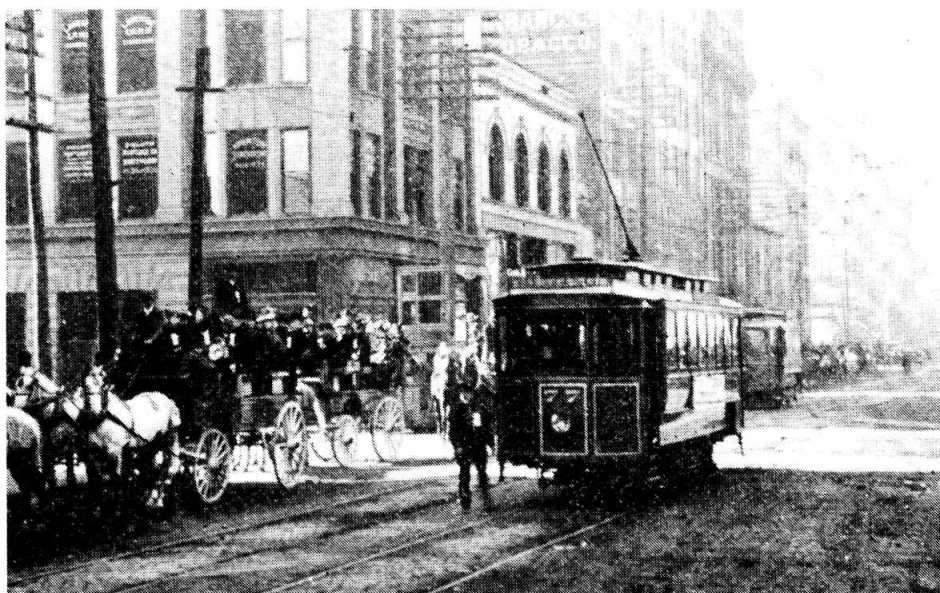
(Note: Bea Morosco, a noted Lake Harriet area historian, has provided many first-hand recollections from the early 20th Century. Author of **Restless Ones**, she is a regular contributor to Hennepin County Historical Society Magazine.)





DSR No 75 at Superior, WI, carhouse, 1914. Enclosed platforms, rear view mirror, and generous people-catcher were later improvements. Wayne C Olsen Collection.

Car 78 Stirs



DSR No 77 passes another single-trucker on Superior Street, Duluth, in the 1890's. Horse-drawn omnibuses enjoy healthy traffic. Wayne C Olsen Collection.

Snow blankets the Linden Hills car-barns at Lake Harriet in Minneapolis. The tension in the overhead wire has been slackened for the winter, and the power supply is locked. TCRT 1300 sleeps in the back barn under the bridge, while DSR 265 reposes behind bolted doors in the new ready barn. **Roy Harvey** provided a torpedo heater for the workshop, which with the infrared heaters and ceiling fans, make it a right cozy and congenial place.

A retreat to swap stories and sip hot cider on nippey Wednesday evenings? Not hardly, since the crew took up archeology. Duluth Street Railway Car 78 is back.

It is no ordinary restoration project, but then 78 is no ordinary car. Visitors shake their heads in amazement that anyone would take it on. She is 93 years old, and retired from active service before World War I. One of the oldest preserved trolleys in the U.S., she shows every one of those years, having survived many winters and



Roy Harvey and Jay Halvorson fit new cross member to frame of DSR 78.

several moves by flatbed truck. Poking into the car's design and state of repair is something like breaking into King Tut's tomb.

Like all restoration projects, this one begins by carefully picking apart the wreckage, separating the original pieces from those added later, marking each for future reference, and listing parts and materials to be bought. Don Westley photographed the car from every angle. No source of original drawings has been found, so Gene Hickey is preparing drawings of what details can be seen. The crew works from photographs of other cars and what is left of No 78.

Project Manager Keith Anderson has the toughest job of deciding where to begin, what to do, and how to adapt original design to current realities. He and Jay Halvorson visited the Illi-

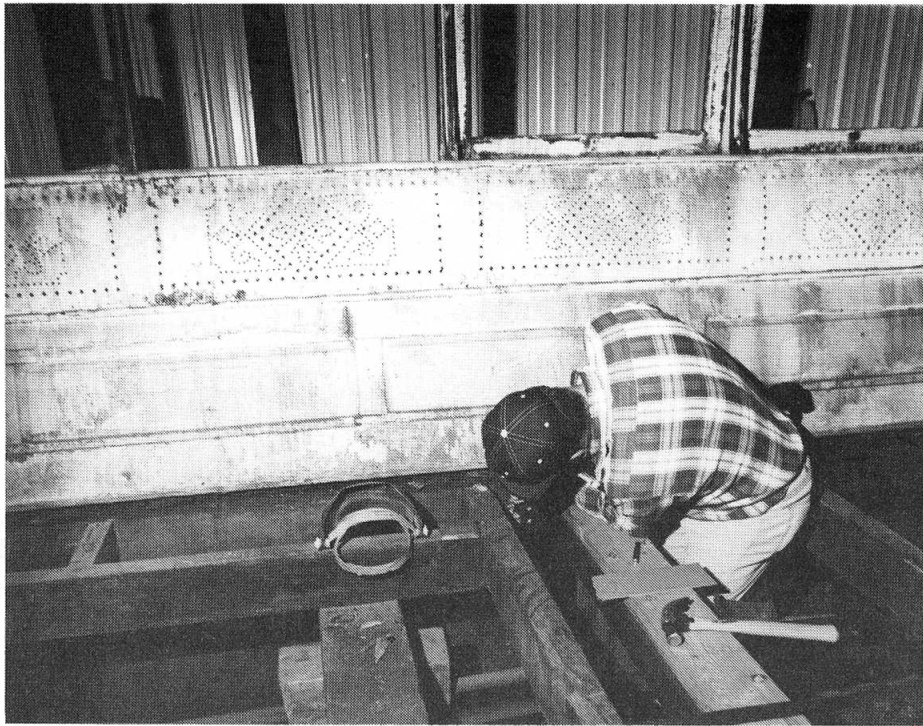
nois Railway Museum in November to look at a similar, nearly complete car from Chicago. Of immediate interest was how that car is mounted on its motor truck, and how the front and rear platforms are hung from the carbody. They brought back photos and notes that will help with MTM's work this year.

Evidence of No 78's age is the fact that some of structural members are fastened together with wooden pegs. Some are merely nailed together, making them hard to separate without breaking the old wood. Where steel screws were used, they have turned to powder or become so permanent that they must be drilled out. So far, only the interior woodwork is found to be fastened with brass screws for easy removal and repair. Unlike Twin City Lines cars, designed for disassembly

and overhaul, No 78's designers apparently intended her for a service life of only 15-20 years.

The two platforms have been removed, and work is focused on stabilizing the carbody frame. Flooring is torn up, and hardwood paneling is being removed to allow inspection and repair of the framing. Most frame members are solid enough to re-use. A few broken or rotten posts and stringers, and most of the paneling will be replaced.

The Museum's Brill motor truck, brought from Belgium, is prototypical for No 78, save for its roller axle bearings and well-concealed air brake pump. The truck is 18 inches longer than No 78's original, and thus will provide better support. Having pulled trailer cars in Brussels, it also will provide plenty of horsepower. However,

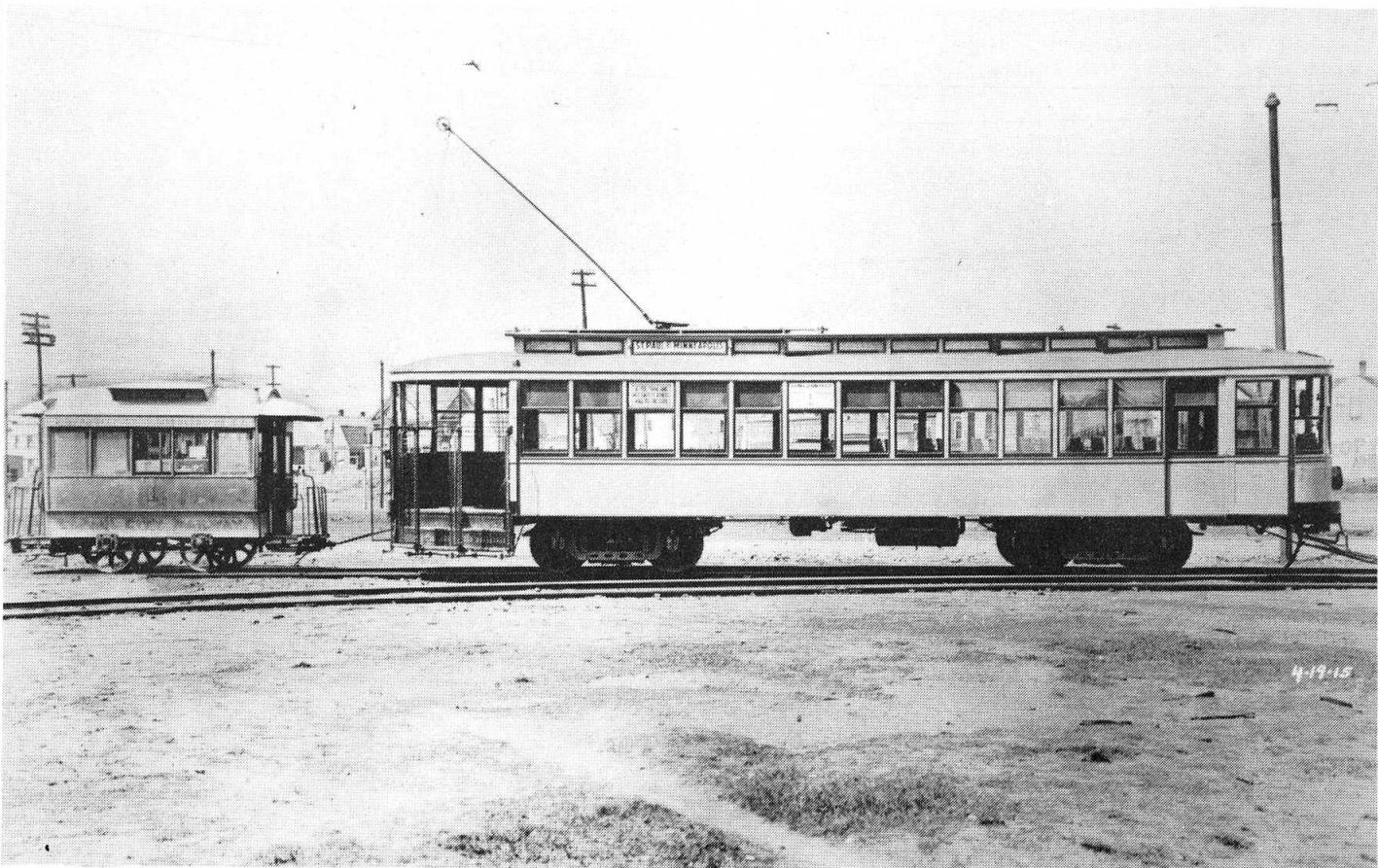


Roy Harvey installs new Car 78 frame member. Ornate paneling was back rest for bench seating. Mike Buck Photos.

No 78's underframe must be modified to accommodate the longer wheelbase.

The carbody of a single-trucker extends well beyond the two axles, resting on a series of springs without the nicety of shock absorbers. Like its stage coach predecessor, the body tends to bob and weave with great abandon while underway, even on the best of track. Wheel wells above the floor provided space for the polka which the truck and carbody perform with each other. The longer wheelbase of MTM's motor truck requires moving two underframe members nearer to the ends of the car, in order to create space for the new wheel wells.

Keith's crew made and installed two new steel cross members to create this space. These will strengthen the underframe and help hold it in square. Parts of the truck damaged during shipment also are being straightened and repaired. Later, when the restoration is nearer completion, the traction motors and air compressor will be removed from the truck for refurbishment.



Brand-new Twin City Lines Car 1775 starkly contrasts to St Paul City Railway horsecar No 1 at Snelling Shops, St Paul, April 19, 1915. Horsecar delivered in 1872 was destroyed in 1925 carbarn fire along with Tom Lowry's private car. Norton & Peel Photo Courtesy of Minnesota Historical Society.

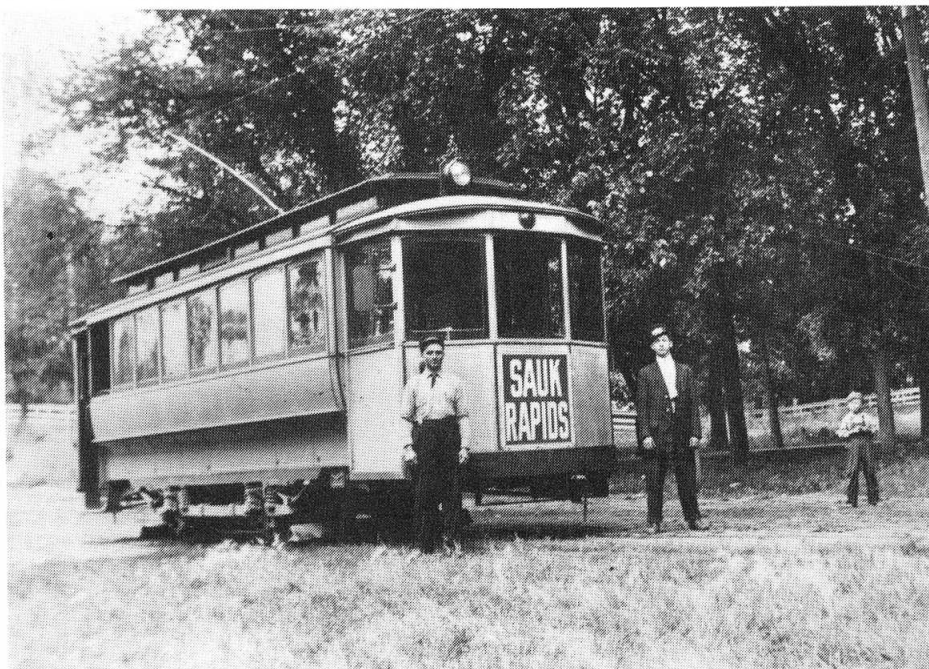
Early indications are that like Joseph's coat, No 78 resembled a rolling Christmas tree when delivered from the builder. The primary color appears to have been a pale, lemon yellow, set off with a wide, light, lime green stripe below the windows, and generous amounts of fire engine red for the numbers and trim. Photos show extensive pin stripe decoration of unknown color along the sides. Journal references to a red motor truck do not tell just how red it may have been, and those who might remember cannot be consulted.

Most of the original cherry woodwork remained in the car. It is considerably more ornate than that of MTM's standard cars, with scribed details, carved fleur-de-lis and floral arrangements above the bulkhead arches. Sleuthing revealed that the original finish was a deep, cordovan red lacquer, covered by a dozen scaly coats of "easy living" pastels. With enough paint stripper, glue and clamps, the original woodwork refinishes beautifully. Orders have been placed for millwork and window sash to complete the interior, and for framing the platforms.

No 78 has an Olsenesque flavor about her. Member **Bill Olsen** long wanted a single-truck streetcar from a Minnesota system for MTM's collection. In 1974, he footed the cost to buy No 78's carbody and to truck it from Duluth to St Paul. In 1983, with Museum cash ever scarce, Bill donated funds to buy the motor truck, without which restoration of the carbody would have been pointless. With these assets on hand, the **Minnesota Historical Society** granted the Museum \$7,500 for the restoration. **Wayne Olsen** of Duluth, **Byron Olsen** of St Paul, and **Russ Olson** of Bloomington provided photographs and information about the car that will become part of its story.

Persistence and generosity have made this project possible. It is an opportunity for members to learn more about the design and restoration of 19th Century wooden cars. Someday soon, perhaps before her 100th birthday, DSR 78 will board passengers at Lake Harriet, another early piece of urban history preserved for future generations.

The barns are open each Wednesday evening at 6:30 throughout the year except on holidays. They are below the bridge at Linden Hills Boulevard



In 1910, Granite City Railway of St Cloud bought four cars, Nos 69, 71, 76 and 77, from Duluth Street Railway, all sisters to MTM's No 78. One of them at St Cloud around 1920 shows modified motor truck, added head and tail lights and unsubtle destination sign. Postcard Photo Courtesy of Ken Fletcher.

and Queen Avenue South, Minneapolis. Members are invited to come, get their hands dirty, and enjoy.

Stillwater Site Report

The Board appointed **Bill Campion** as Stillwater Site Planning Director, responsible for land matters, relations with local communities, and developing long-range development plans for the site.

Bill has reached conditional agreement for a land exchange at Duluth Junction between the Museum and the Minnesota Department of Natural Resources. The agreement will require concurrence by the Board and by the 1986 Minnesota Legislature. Legislation is being drafted. The terms are similar to those reported in the November/December *Minnegazette*, except that the Museum would receive a 50-foot-wide strip from DNR for its passing track, with an easement to MTM for road vehicle access to the trackage over DNR land.

An easement agreement has been finalized with Oak Glen Golf Course for a driveway on Museum property at the McKusick Road crossing.

Where Is It When We Need It?

Items donated to the Museum find their ways into members' basements and garages for safe storage. Without permanent, safe warehouse space, this has been the only way to protect donations, particularly those that are fragile or high in value. It is hoped these collections can be housed soon at Jackson Street Roundhouse, to be available for public viewing.

Remembering who has which Museum artifacts is not always easy. The question arose recently with restoration of Car 78. The car arrived at Como Shops in 1974, and certain brass and woodwork items were removed for safe-keeping. The restoration group, now preparing to order materials for the car, needs to know which items already are on hand. This is important, since they hope to use all original pieces that are salvageable, in order to make the restoration authentic.

Winter is a good time to look through one's trappings. Members are asked to drop a note to the appropriate Museum VP listing any artifacts or documents they may be holding for the safe-keeping.

Observations

- Steve Glischinski

Canada - Land of Cab Units

I stood on the platform at the station, taking in an incredible scene I thought I never would witness. On one track stood a streamlined dome sleeper observation car spewing forth steam from its lines, obstructing a view of passengers inside preparing for a "first class" departure. Across the platform sat a streamlined, open platform private car with a small cluster of business-suited executives huddled inside, obviously in high-level discussions. On an adjacent track stood an ancient electric locomotive, heading a string of equally ancient heavyweight passenger cars.

It was not a scene at New York's Grand Central Station in the 1950's, but at Montreal's Central Station on November 27, 1985. The round end observation was bringing up the markers of VIA Rail Canada's streamliner to the Maritimes, the "Atlantic." The open platform car was Amtrak's No 10000 on the rear of the "Montrealer" bound for New York, and the electric

was preparing to tow a Canadian National Railway commuter train through Mt Royal Tunnel to the Montreal suburbs.

Montreal illustrates the variety still seen on Canadian mainline railroading. I had traveled to Quebec to look over the classic equipment still in daily service, which will soon follow its American counterparts into history. VIA Rail is planning to change its equipment roster radically in the next few years, much as Amtrak did in the 1970's. When the switch to new equipment occurs, the old will likely be offered for sale. The trip was an opportunity to see how it is operating and what may become available.

My itinerary called for a ride on the recently restored "Atlantic" to Halifax, Nova Scotia, returning on the "Ocean" to Montreal to spend one day before catching a flight home.

VIA's "Atlantic" that night consisted of FPA4 No 6776 and an FPB, trailed by eight cars: a baggage, three coaches, a full diner (all ex-Canadian National), an ex-Canadian Pacific stainless steel sleeper, ex-CN sleeper "Greenwood," and ex-CP observation car "Banff Park."

After photographing the scene at Central Station's platforms, I stowed my gear in a roomette in the CP sleeper, and headed for "Banff Park's" dome. Our 6 p.m. scheduled departure time came and went. We finally left at 6:36 p.m., after waiting for a late connecting train from Toronto.

The mood aboard the sparsely populated "Atlantic" that night was genial. Upon departure, I immediately was engaged in conversation by Bill Davis, a VIA sales representative heading for Halifax to visit relatives. Bill pointed out the site for VIA's new maintenance facility, which he hoped would soon put a dent in high maintenance costs.

The "Atlantic" moved slowly across the huge Victoria Bridge, which carries both road and rail traffic across the St Lawrence River. As we paused at the St Lambert Station just across the bridge, Bill and I discussed the fortunes of the train we were riding. Originally a Canadian Pacific entry named "Atlantic Limited," the train served Sherbrooke, Quebec, cut across Maine in the middle of the night, and terminated at St John, New Brunswick, a distance of 479 miles. In those days, the train rarely exceeded five cars.



VIA Rail Canada train 82, a Windsor - Toronto Corridor run lead by Alco/MLW FPA4 No 6785, heads east through Paris, Ontario, October 5, 1985. Steve Glischinski Photo.



Ex-Milwaukee Road F units of Milbank-based Dakota Rail plow snow through Orono, MN, enroute to Wayata BN interchange, December 9, 1985. Bill Graham Photo.

In October, 1979, VIA extended the "Atlantic" from St John to Halifax on CN, and patronage increased dramatically. The train quickly grew to a regular consist of 12-15 cars! Alas, in November, 1981, the "Atlantic" was discontinued, a victim of VIA cutters in Canada's ruling Liberal Party. In 1984, the Conservatives defeated the Liberals, partly on a platform of restoring VIA trains cut in 1981. True to their word, the "Atlantic" as well as the "Super Continental" to the West were reinstated on June 1, 1985.

Since then, the "Atlantic" has been the victim of militant U.S. Customs Inspectors, who insist on interrogating all passengers on east- and west-bound trains as they pass through Maine in the wee hours of the morning. Bill remarked, "I'll be interested to see how you make out with the customs people. They hassle American passengers more." Forewarned, I moved to the diner as we pulled into Sherbrooke, where a set of Rail Diesel Coaches was tied up between daytime trips to Montreal. At Sherbrooke, our train crossed over to CP trackage, hav-

ing traveled CN tracks the first 99 miles of our journey.

I settled into the diner, and ordered Cornish game hen with wild rice, one of only two selections on the menu. Though limited, the food was excellent, and I enjoyed a lengthy discussion of Quebec politics with a fellow passenger. When he learned I was an American, his eyes lit up: "You're going to have fun with customs. On my last trip, they threw an American passenger off the train, stranding him in the middle of nowhere."

Now I was getting a little nervous, knowing full well that I was not a drug smuggler. I started to wonder how I could convince the customs inspectors to believe me. I retired once again to the dome in "Banff Park" and watched the headlight on the aging Alco cab unit sweep the curves, illuminating the snow-covered landscape. The line between Sherbrooke and the Maine border resembles a snake; one would be hardpressed to find a straight stretch of track in this section of railroad.

I chatted with a lumber dealer and his wife enroute to McAdam, New Brunswick, explaining how I was looking over old equipment no longer found in the States. "Are you from the States?" they asked. Replying in the affirmative, they looked surprised. "So you'll be going through to Halifax, through Maine? Watch out for the customs people. They're real bears to get past."

Now this was getting serious. I decided to head back to my roomette, check my luggage over one last time, and then stay awake for the customs men. By now I was sure they would throw me off the train and force me to find other public transportation to Jackman, Maine.

Soon the train rolled to a stop, and the customs inspectors boarded our car. As they approached my end of the car, the friendly gentleman in the roomette across the aisle asked if it would be alright to shoot a picture of them interviewing me. "Sure!" I replied, convinced he would get a picture of me being thrown off the train.

They interviewed my friend, and then turned to me. "Citizen of what country?" "United States," I replied. The inspector looked surprised. "Where did you board the train?" "Montreal." "What is your destination?" "Halifax." "What is the purpose of your trip?" "To ride the train from Montreal to Halifax," I replied, knowing I had him then. My story of traveling 1,000 miles to ride a train was too strange to be anything but true. "Oh," the inspector grunted, a look of disappointment coming over his face. "Well, have a nice trip." As he turned to enter the next car, my friend fired a flashbulb to get his snapshot. Flushed with victory, I retired for the night, as the "Atlantic" continued its nocturnal journey through the Pine Tree State.

Moncton, New Brunswick, is home for Canadian National's large locomotive shop serving the Maritime Provinces. As the "Atlantic" pulled through town at noon on Thanksgiving Day, I was able to catch a glimpse of the complex on the north side of the train. Moncton Shops have been rebuilding 15 VIA (ex-CN) FP9's, which should prolong their service life.

As our train rolled to a stop at this important junction, I glimpsed the power which had just brought in the "Ocean," an A-B-A brace of Alco cab units! The "Ocean," which travels from Montreal to Moncton on an all-CN route down the St Lawrence Valley, would be my return conveyance to Montreal the next day. Passengers bound to and from Halifax must change from the "Ocean" to the "Atlantic" at Moncton, so the number of passengers on our train increased appreciably leaving Moncton on the final leg of our journey.

I kept watch at the vestibule door as we left town, and managed a shot of an inbound set of RDC's a few miles out. My portable scanning radio made vestibule photography much easier, since I could listen in on meets with other trains. I looked forward with great anticipation to meeting the westbound "Atlantic" just outside Truro, Nova Scotia.

As we entered the double track just outside Truro, our train accelerated to 70 mph, and I could hear our crew talking with their counterparts on the westbound "Atlantic." I got a fine shot of the other train's Alco's from the vestibule as it slammed past at high speed; then swung around to get a quick shot of the observation car. Watching in horror, my scanner pro-

ceeded to follow the observation car down the right of way, having just fallen out of my pocket!

Disappointed, I reported my loss to the passenger service representative, Stella-Marie Sirois, who seemed terribly concerned. She contacted the train's conductor, who called by radio to the next station, who in turn sent out a section man to retrieve my errant scanner! The next day while boarding the train at Halifax, the conductor recognized my name and asked me to talk with the passenger service representative. Duly following his orders, I knocked on the rep's bedroom door. "I'm Steve Glischinski. You wanted to see me?" "Yes, sir, it's about your radio. I'm afraid your radio has been . . . well, er, your radio has been, er, destroyed is the best word I can use to describe it." Sure enough, when the remains of my scanner were returned at our stop in Truro, only the outer case and some of the battery pack remained. I couldn't believe the VIA people had gone so far out of their way to recover it, and I thanked them profusely.

This is typical of the friendly Canadians I encountered during my journey. After arriving in Halifax Thanksgiving evening, I was treated to a quick tour of the coach yard, thanks to hospitable VIA employees. They were proud that the coachyard soon will be rebuilt along lines of the new Montreal facility. The elderly equipment VIA operates appears like new and holds up very well, considering most of it is over 30 years old. When this equipment does become available, it will be a treasure trove for museums and excursion operators. But that will be a sad day, for it will mean the end of traditional passenger railroading in North America.

Dakota Rail Runs The "Hutch"

Dakota Rail, shortline operator of the former Milwaukee Road branch from Milbank to Sisseton, SD, has taken over operation of the former Great Northern branch from Wayata to Hutchinson, MN. Nicknamed the "Hutch," the 44-mile branch became famous for its rare NW5 motive power and an incredibly long caboose assigned by GN and later BN into the mid-1970's. Now, equally rare motive power roams the branch in the form of Dakota Rail's two F7's and a rib side caboose brought in from the road's Milbank headquarters.

Formerly operated out of Minneapolis Junction, the Hutch local in recent years has originated at Willmar, with crews running the mainline to Wayata, overnighing at Hutchinson, and returning to Willmar the next day. Recently the line was served only once a week with GP9 or GP20 power.

BN terminated its operations over the branch this fall, with Dakota Rail moving in during the November 30 bliard. The ceremonial first run to Hutchinson occurred on subero December 2, with the two F's, a baggage-dormitory, two coaches, a parlor and the caboose, all ex-Milwaukee equipment. Operations are based at the Hutchinson depot, with locomotives stored indoors at the 3M plant when not in use. Trips run "as needed" for the present. 3M promises to be one of the major shippers on the rejuvenated line.

Short Items

The Milwaukee Road, whose long history included electrification, Hiawatha streamliners, bankruptcy and finally merger, passed into history on January 1, officially becoming part of the Soo Line . . . The latest Soo/Milwaukee rumor is that F7 unit No 97A, until recently used at the West Milwaukee Shops and now stored at Shoreham, Minneapolis, may be restored to pull inspection trains, ala the CNW, NS, and Seaboard System . . . BN has received three EMD SD60 units, and is testing them in coal service on Crawford Hill in Nebraska.

Legislation Could Affect Museums

The Tourist Railway Association (TRAIN) mailed the following notice to member museums:

"The Board would like to inform all member organizations and their memberships of legislation introduced into Congress that could affect the future of tourist railways and museums.

"Said legislation (S.1611) would abolish the Federal Railroad Administration, and transfer its authority to OSHA. Sen. Paul Simon (IL) feels the FRA has done a poor job in its administration of federal railroad safety laws."

"As a matter of information, the FRA has authority over almost all aspects of tourist railway and museum functions as relate to the steel rail and the flanged wheel.



Ten-Wheeler hussles passenger train on old NP bridge, downstream from location of today's Bridge No 9. Photo looks north and west from location of Fraser Hall. In distance, right are Twin City Lines Lower Dam Water Power Station (there today), and Minneapolis & Western Railroad bridge.

The Railroad Through Campus

Every few years, someone brings up the idea of light rail transportation to and from the University of Minnesota's Minneapolis Campus. So far, it has been dismissed as being either too expensive or too impractical. Few people realize today that more than sixty years ago, the St Paul & Northern Pacific's mainline went directly through the campus, just a few yards south of where Johnston and Morrill Halls stand.

From 1898 to the early 1920's, classes were frequently disrupted by the whistling of American Standards and Ten Wheelers passing nearby. Physics experiments were often ruined by vibrations from the passing trains, and cinders and soot from the engines' stacks found their way into everything.

Because the elevation of the East Bank of the Mississippi is higher than the West at the point of crossing, the double-tracked line had to be located in a cut, passing west-to-east through what is today's East Bank campus. The tracks were located parallel to and a bit south of Arlington Street, which extended farther eastward than it does today. The railroad tracks were crossed by hump-backed wooden or iron bridges at Pleasant, Church, Union and State Streets. "State Street?" you may ask. Alas, it is no more. That's where the Mall is now.

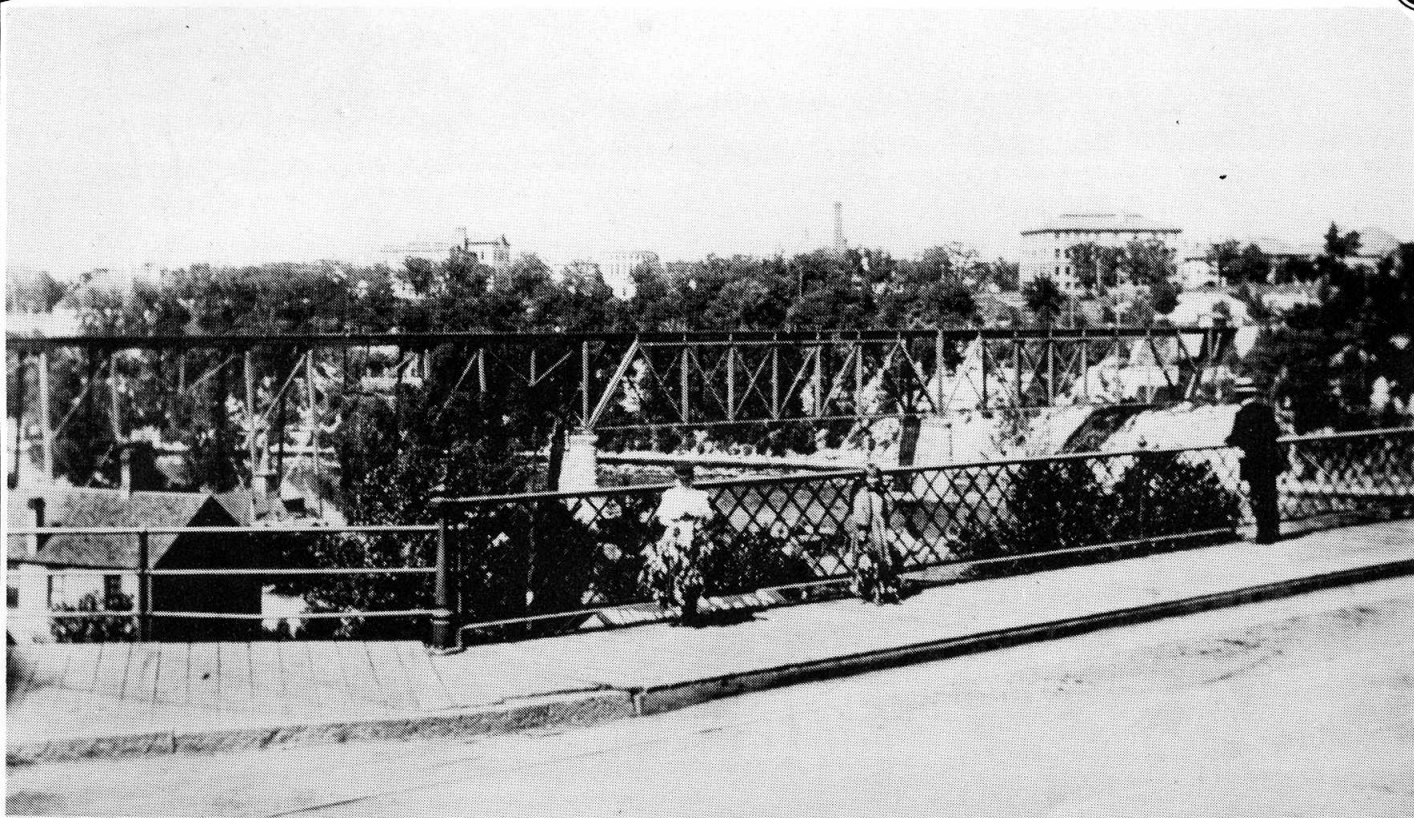
In the major University expansion begun in the 1920's during Lotus Coffman's tenure as president, the residential area south of the tracks was taken over to build today's Cass Gilbert-inspired Mall and its surrounding buildings. The Northern Pacific built a new, curved railroad bridge upstream (standing today as BN Bridge No 9),

and rerouted the tracks to the present location just south of Dinkeytown. The old bridge above the Bohamia Flats was dismantled, and the cut through the East Bank Campus filled in.

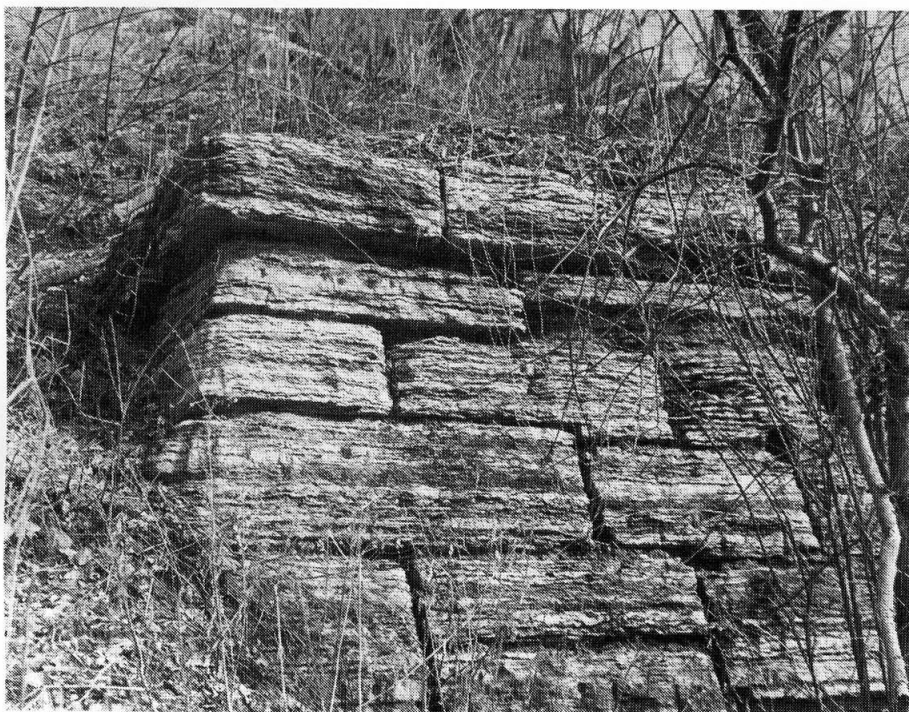
All that remains today of the old through-campus line is the weathered limestone abutment from the old bridge, hidden in the brush halfway down the riverbank below Fraser Hall. But imagine the head-scratching of some future construction foreman who, while digging the foundation for a new campus building, finds a layer of ballast and perhaps some old cross-ties and rusted spikes some twenty feet underground!

©Bruce Jaeger





Mississippi River crossing of Northern Pacific's through-campus route, seen from west end of old Washington Avenue Bridge about 1900. Buildings in background (L-R) are: Old Main, U Of M's first building, built 1858 and burned 1904; Library, later Burton Hall; Smokestack of old light plant and lab; Pharmacy, now Wulling Hall. Minnesota Historical Society Photos.



Remnants of old NP bridge today, located across East River Road from Fraser Hall, halfway down riverbank. Bruce Jaeger Photo.

Thieves Hit Barns

Thieves forced entry and stole four gasoline-powered implements from the tool shed at the Linden Hills car-barns. Two weed whips, a leaf blower, and a brand-new snow blower were taken on about November 30, at the height of the season's first blizzard. Serial numbers of all the missing items were given to the Minneapolis Police.

About The Rear Cover

The Chicago & North Western main crosses the St Croix River swing bridge at Hudson, WI. Once a major passenger corridor for the "400," "North Western Limited," "Namekagan," and for a time many years ago, the "North Coast Limited," today it is a bread-and-butter freight hauler. More recently, North Western has co-sponsored passenger excursions on the line in the form of Museum engine 328 and the "50th Anniversary 400." Passengers, steam and summer seemed far away in 1971, though, as SD-40's ease Chicago-bound tonnage over the frozen River.



Joe Elliott Photo Courtesy of Aaron Isaacs

MTM Membership Application

The all-volunteer nonprofit Minnesota Transportation Museum was formed in 1962 for the purpose of finding, restoring and operating vintage rail equipment for the education and the enjoyment of the public as a reminder of days gone by. If you like what you see in this magazine, how about becoming a member and helping us? It is a rich experience filled with fun and tradition. Join us today!

- ☐ MTM FAMILY Membership (\$25 per year.) All members over 18 eligible to operate museum equipment.
- ☐ MTM ACTIVE Membership (\$20 per year.) Eligible to operate museum equipment.
- ☐ MTM ASSOCIATE Membership (\$15 per year.)

All members receive the bi-monthly **Minnegazette** by 3rd Class Mail. For 1st Class delivery, please add \$5 to your membership and check here. ☐

- ☐ I do not wish to join MTM, but would like to contribute to the restoration (tax deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**

P.O. Box 1300, Hopkins, MN 55343



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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